

## **BikeSafety 2002**

FIM and CIECA are proud to present BikeSafety 2002, a 2-day motorcycle safety event to be held on October 3 and 4 on the TT-circuit in Assen, The Netherlands.

During the event, participants will be provided with the opportunity to see and experience new safety measures that have been introduced for motorcycles, visit the exhibition area where demonstrations will be given and voice their opinions about policy decisions in the theory workshops. BikeSafety is a combination of 2 plenary sessions and theory and practical workshops. It is up to the participants to decide which of the workshops they wish to attend during the 5 workshop sessions. In this programme, we will give you an overview of the workshops and a schedule of when they will be taking place.

### **The programme**

#### ***Thursday 3 October***

- 10.30 – 12.00 Plenary Opening Session
- 12.00 – 14.00 Lunch
- 14.00 – 15.30 Workshops session 1
- 16.00 – 17.30 Workshops session 2

#### ***Friday 4 October***

- 8.30 – 9.50 Workshops session 3
- 10.20 – 11.40 Workshops session 4
- 11.40 – 13.40 Lunch
- 13.40 – 15.00 Workshops session 5
- 15.00 – 16.00 Ride around the circuit
- 16.00 – 17.00 Plenary Closing session

# Preliminary overview of workshops:

## Theory Workshops

### **Protective clothing and the role of the examiner (T1)**

*Fahrsicherheitszentrum, Fachlehrerverband Sachsen, Mr. Andreas Grünewald and TÜV, Mr. Dietmar Müller*

The role of the instructor in convincing learner drivers of the importance of wearing good protective clothing.

A presentation of the protective clothing that is required during the test in Germany and "real" protective clothing.

The workshop will include a demonstration of how the protective clothing works in an accident as opposed to other clothing.

### **Full Control (T2)**

*Norwegian Public Roads Administration, Mr. Leif Klyve*

"Full Control" is a handbook of riding techniques for first aid and self-help for motorcyclists which was put together by the NMCU in close cooperation with the road authorities. The presentation will outline the background and the movement for quality assurance in Norway by authorities, the motorcycle population and the traffic schools as well as presenting the key areas of Precise Riding Technique and adjacent rider skills. It will also reflect on why the book caused such a mass response.

### **The Development of a formal training of motorcycle instructors and examiners in Norway (T3)**

*Norwegian Public Roads Administration, Mr. Bjorn A. Lund*

During recent years a lot of research has been done into motorcycle accidents in Norway and how to reduce the number of accidents. In this context, the training of the instructor and examiner has also been considered. The formal requirements for both an instructor and an examiner are a driving

licence and 1 year of education at the national school of driving instructors. This education is general, and the motorcycle is not a part of it. A survey was conducted among instructors and examiners asking for their opinions about the training and their ideas for a new curriculum. The results of the survey will form the basis of future training and qualifications.

### **Braking in view of accident research (T4)**

*IfZ, Mr. A. Sporer*

Fatal accidents with motorcycles are often the result of "wrong" braking. The introduction of a modern braking system with ABS can help prevent this. An analysis was done of 910 motorcycle accidents and led to the conclusion that a significant number of accidents could be prevented through the use of ABS. The presentation will include the reconstruction of accidents and the newest accident prevention techniques and show how important it is to include ABS on all motorcycles.

### **Motorcycles and ABS: Facts and myths (T5)**

*ACEM, Mr. Galliano*

An examination of the claims made about ABS against the background of existing technology and information

With:

1. Technology: what is it and how does it work
2. Claims made for ABS (Accident reduction and injury reduction)
3. Riders attitude and market demand
4. The influence of the image created by ABS on cars on the perception of ABS on motorcycles
5. Risk compensation
6. Consequences of ABS on rider training and examination

### **Emergency stop controller (T6)**

*Cornu Master School, Mr. Jacques Cornu*

Reducing the risks for emergency stops on motorcycles through a simple mechanical system. Most motorcycles are equipped with a very aggressive front brake, which often blocks in an emergency, partially because the motorcyclists weight is suddenly shifted to the front axle. The aim is to develop a system whereby the danger of the wheel blocking in the first instance of the emergency disappears (0.3 seconds), without reducing the braking power. The name of this system is the emergency stop controller. This system is still under development and is still being tested. The presentation will include a practical demonstration of the system and a group discussion.

### **Advanced (T7)**

*CIECA, Mr. Nick Sanders and KNMV*

An overview of the Advanced project with a presentation of the achievements and possible follow-ups. The KNMV will present how the results of the Advanced project are applied to their advanced rider training courses.

### **Hazard Perception (T8)**

*DSA and the Australian Rider Trainers Association, Mr. Rob Smith*

A presentation of the Hazard perception test developed by the DSA including how the test was developed, what the test consist of and what will be done with the test in the future. A presentation of Hazard Perception Training as applied in Australia. Hazard perception has been identified as a critical component in developing safe riding skills. Up until now, this element of driving has been gained travelling on motorways. CD-ROM products can assist riders in effectively detecting hazards by training the rider to scan the environment, make decisions, manage the riding workload, and develop attentional control. The CD-ROM used as an example is the Transport Accident Commission's DriveSmart CD.

### **Protective clothing from a motorcyclist's point of view (T9)**

*FIM*

### **Risk perception, the theoretical approach, why it is important and how it works (T10)**

*FIM and KNMV*

Even though most classical rider training focuses on things like vehicle control, a knowledge of rules and laws and driving techniques, it appears to be necessary to include another component: risk perception and accident avoidance techniques. Accident research has shown that many motorcyclists experience difficulties in the same places and in the same way. This results in accidents, which are later considered "avoidable". Awareness of the risks a motorcyclist runs in traffic and the development of a driving technique based on these risks, where the motorcyclist assumes responsibility at the right moments, is an imperative part of rider training.

## **Practical workshops**

### **Adapted motorcycles for the physically handicapped (P1)**

*Motor Mobiliteit Gehandicaptten, Mr. Rob Janssen*

Motor Mobiliteit Gehandicaptten (MMvG) is a project group set up to help people with a physical handicap prepare for their driving test. Several different organisations are involved in this project: the CBR, Orthopedisch Instrumentmakerij Stel, Verkeers Educatief Centrum Koops, Allround Technical Assist and the RDW. The workshop will include a presentation of the work that has been done in this project by all the partners and an explanation of how the project group was created. It will also include a practical demonstration of the motorcycles used and an explanation of how they can be

adapted for different users. Participants will be able to ride an adapted motorcycle.

### ***Braking and swerving assessment in Licence Training (P2)***

*Australian Rider Trainers Association, Mr. Rob Smith*

The 1981 Hurt Report identified 3 key motorcycle handling skills essential to crash avoidance as being braking, swerving and riding curves. In 1993, the State of Victoria introduced the Motorcycle Licence Skill Test (MLST), a formal electronically operated licensing assessment of "Turning Speed Judgement" and "Responding to Hazards" and involving the 3 key handling skills. A new version of the MLST called the Motorcycle Operator Training Assessor has been developed. Advantages and disadvantages will be discussed and advantages of the new method will be presented. The workshop will include practical demonstrations of the test equipment.

### ***Rider training in Germany, the impact of Directive 2000/56 (P3)***

*Bundesvereinigung der Fahrlehrerverbände, Mr. G. von Bressensdorf*

Explaining how the changes described in Directive 2000/56 will be implemented in Germany and what this will mean for the driving test. Experiences and developments in accident statistics can also be included.

### ***Special manoeuvres in line with new Directive (P4)***

*DSA (Great Britain), CBR (The Netherlands), SNRA, (Sweden) Ministry of transport (France)*

A brief overview of what the new Special manoeuvres mean and what the organisations from these countries have done to develop new special manoeuvres.

A practical demonstration of the new special manoeuvres will be given by each country.

### ***How ABS works (P5)***

*KNMV*

Even though more and more motorcycles are now equipped with ABS, it has become clear that relatively few motorcyclists (including instructors and examiners) know how to use it because they have no experience with motorcycles equipped with this system. A practical workshop will be conducted in which motorcyclists will be given a chance to do a series of test runs demonstrating the effect of ABS.

### ***Compulsory Basic Training (P6)***

*DSA (Great Britain)*

A short presentation with pictures and a video of the Compulsory Basic Training in Great Britain (from its introduction to present day developments). This will be followed by a practical demonstration of some of the elements of a Compulsory Basic Training session being delivered to a novice motorcyclist (including the new special manoeuvres).

### ***The Position of the examiner during the practical test (P7)***

*CBR (The Netherlands), Norwegian Public Roads Administration, SNRA (Sweden)*

A workshop centred on the position of the examiner and the advantages / disadvantages of the systems used in these countries (NL: the examiner follows the candidate in a car; N: the examiner is on the same motorcycle as the candidate; S: the examiner follows the candidate on a motorcycle).

Please indicate on your registration form which workshops you find most interesting, to help us determine how many times each workshop should be offered.

Workshop participants will be determined on a first come first served basis (most practical workshops will have a maximum).

## Seminar language

The seminar will be conducted mainly in English. All practical workshops will take place in English and most theory workshops. Those workshops taking place in another language will be translated into English by interpreters present during the workshop.

## Practical workshops

During the practical workshops, participants who wish to actively take part will be expected to bring their own motorcycles (unless the programme states otherwise). It is also possible to take part in the practical workshops without actually riding, in other words to watch the demonstrations and rides made by other participants. In this case, you will not need to bring your own motorcycles.

## Location

BikeSafety 2002 will be held on the TT circuit in Assen, the Netherlands, and will consist of plenary sessions, theory workshops and practical workshops.

## Hotel

We have made arrangements at a number of hotels that are all holding rooms for us. We would like to ask you to reserve the rooms yourself at the hotel of your choice.

Please make sure that you mention that you are attending the CIECA congress and that you would like to make a reservation for the rooms held for CIECA.

Transport to and from the TT circuit will be arranged

### ***Rooms have been reserved in the following hotels:***

*Best Western Hotel De Woudzoom*

*(21 km from TT circuit Assen)*

Oude Postweg 2,

9417 TG Spier / Assen

Tel: +31 593 562645

Fax: +31 593 562550

E-mail: [woudzoom@bestwestern.nl](mailto:woudzoom@bestwestern.nl)

Website: [www.bestwestern.nl/woudzoom](http://www.bestwestern.nl/woudzoom)

Price: € 70 - € 140 per night (not including breakfast or tourist tax)

*Best Western Cityhotel*

*(32 km from TT circuit Assen)*

Gedempte Kattendiep 25

9711 PM Groningen

Tel: +31 50 588 65 50

Fax: +31 50 3115100

E-mail: [res.city@edenhotelgroup.com](mailto:res.city@edenhotelgroup.com)

Website: [www.edenhotelgroup.com/content/thehotel.asp?choice=25](http://www.edenhotelgroup.com/content/thehotel.asp?choice=25)

Price: € 85 per night (not including breakfast or tourist tax)

*Tulip Inn Brinkhotel Zuidlaren*

*(22 km from TT circuit Assen)*

Brink O.Z. 6

9741 AE Zuidlaren

Tel: +31 504091261

Fax: +31 504096011

E-mail: [info@tibrinkhotel.nl](mailto:info@tibrinkhotel.nl)

Website: [www.tibrinkhotel.nl/index-1.html](http://www.tibrinkhotel.nl/index-1.html)

Price: € 98.50 – € 110 (including breakfast, but not including tourist tax)

*Van der Valk hotel Assen*

*(2 km from TT circuit Assen)*

Balkenweg 1

9405 CC Assen

Tel: +31 592 851515

Fax: +31 592 851516

E-mail: [info@assen.valk.nl](mailto:info@assen.valk.nl)

Website: [www.vandervalkassen.nl](http://www.vandervalkassen.nl)

Price: € 62.39 – € 67.39 (not including breakfast or tourist tax)

*Mercure Hotel Haren-Groningen*

*(22 km from TT circuit Assen)*

Emmalaan 33

9752 KS Haren-Groningen

Tel: +31 505347041

Fax: +31 505340175

E-mail: [H2107@accor-hotels.com](mailto:H2107@accor-hotels.com)

Website: [www.mercure.nl/m/](http://www.mercure.nl/m/)

Price: € 73 - € 90 (not including breakfast)

**How to register**

By filling out the attached registration form and sending, mailing or faxing it to the CIECA project office.

Your registration will be accepted as final once payment of the participation fee has been received. The final date for registration is September 1 2002. After this date, no registrations will be accepted.

Please note that the number of participants is limited, so the sooner you register, the more likely you are to participate

**Participation fee**

€ 300 (excl. VAT)

The participation fee includes the conference fee and coffee breaks

**Payment conditions**

Please transfer the exact amount to bank account 67.13.42.991 (swift code INGBNL2A) at the ING bank, Tournooiveld 6, NL – 2511 CX Den Haag.

The holder of the bank account is:  
Centraal Bureau Rijvaardigheidsbewijzen,  
P.C. Boutenslaan 1, NL – 2283 GT Den Haag.

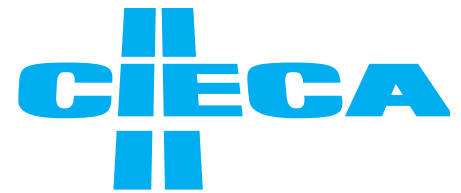
Please mention the name (s) of the registered person(s) and BikeSafety clearly on the transfer slip. Payments on site will not be accepted.

Note that by filling in your VAT number on the registration form, you save yourself € 57 (you pay € 300 instead of € 357).

Following receipt of payment, an invoice will be sent to you. This invoice is your proof of registration and, as such, you will be required to bring it to the event.

**Further information**

For additional information please contact the CIECA project office, P.O. Box 1058, NL - 2280 CB Rijswijk, tel. +31 703988121, fax +31 703988129, e-mail: [cieca.project@cbr.nl](mailto:cieca.project@cbr.nl)



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## Registration form

Please return this form before September 1

(note that this registration form has three parts)

### PART 1

Name \_\_\_\_\_  
Organisation \_\_\_\_\_  
VAT number \_\_\_\_\_ Address \_\_\_\_\_  
Postal Code \_\_\_\_\_ City \_\_\_\_\_ Country \_\_\_\_\_  
Telephone \_\_\_\_\_ Fax \_\_\_\_\_  
Email \_\_\_\_\_

### PART 2

Workshop participants will be determined on a first come first served basis (most practical workshops will have a maximum).

Please indicate which workshops you would like to attend (mark 10 workshops with 1-10, 1 being the workshop you are most interested in attending).

#### ***I would like to attend the following workshops:***

- |                                                                                                   |                                                                                             |
|---------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| ..... Protective clothing and the role of the examiner (T1)                                       | ..... Risk perception, the theoretical approach, why it is important and how it works (T10) |
| ..... Full Kontrol (T2)                                                                           | ..... Adapted motorcycles for the physically handicapped (P1)                               |
| ..... The Development of a formal training of motorcycle instructors and examiners in Norway (T3) | ..... Braking and swerving assessment in Licence Training (P2)                              |
| ..... Braking in view of accident research (T4)                                                   | ..... Rider training in Germany, the impact of Directive 2000/56 (P3)                       |
| ..... Motorcycles and ABS: Facts and myths (T5)                                                   | ..... Special manoeuvres in line with new Directive (P4)                                    |
| ..... Emergency stop controller (T6)                                                              | ..... How ABS works (P5)                                                                    |
| ..... Advanced (T7)                                                                               | ..... Compulsory Basic Training (P6)                                                        |
| ..... Hazard Perception (T8)                                                                      | ..... The position of the examiner during the practical test (P7)                           |
| ..... Protective clothing from a motorcyclist's point of view (T9)                                |                                                                                             |

### PART 3

- I will be needing transport to the TT circuit from:
- |                                                      |                                                      |
|------------------------------------------------------|------------------------------------------------------|
| <input type="radio"/> Best western Hotel de Woudzoom | <input type="radio"/> Tulip Inn Brinkhotel Zuidlaren |
| <input type="radio"/> Best Western Cityhotel         | <input type="radio"/> Van der Valk hotel Assen       |
|                                                      | <input type="radio"/> Mercure Hotel Haren-Groningen  |